

Mechanism Performs In the Apperson

The Apperson Roadplane is so sturdy in construction and so accurate in design, with parts so minutely machined and built of such quality, that the entire mechanism performs extraordinarily and helps in a great measure to give it the strides of an aeroplane.

Sixes, \$1900

Seven passenger touring car and the famous four passenger Chummy Roadster.

Eights, \$2150

Seven passenger touring car and the famous four passenger Chummy Roadster.

APPERSON MOTOR CAR CO.

303 24th Street.

A. W. SCHOOLER, Mgr.

APPERSON BROS. AUTOMOBILE CO.

Manufacturers
KOKOMO, INDIANA.

OGDEN-TWIN FALLS ROUTE GIVEN

Distance of 200 Miles Over Picturesque Mountain Country, Raft River and Albion En Route.

The distance from Ogden to Twin Falls is a little more than 200 miles and the country traversed is among the most interesting in the Intermountain region. After leaving the valley of Boxelder county, the trip covers a mountain section of country interspersed with rich agricultural and grazing valleys of the higher altitudes. It is said that the road is fairly good at this time of year and that the drive in an automobile can be easily made. A picturesque part of the country lies along Raft river and the Albion valley.

Following is a complete log of the route from Ogden:

LOG—OGDEN TO TWIN FALLS

OGDEN. 25th St. and Washington Ave. City Hall on left.

Go north for 6.4 miles without turn.

5. Mormon tabernacle on left.

10. Cross Ogden river bridge.

13. Road to right leads to Ogden Canyon and Glenwood Park.

2.7 Five points. Continue straight ahead. Left road to Harrisville.

5.9 North Ogden Canyon.

6.4 Turn left, follow telephone line.

8.2 Pleasant View. Two-story brick school-house on left.

10.6 Cross R. R.

10.1 Utah Hot Springs. Springs on left.

10.9 Spring water on left.

12.3 School house on right.

15.0 WILLARD. General stores.

16.7 Cross R. R. take right-hand road up hill.

18.8 Three-Mile Creek. Church on right.

21.3 City limits, Brigham City.

22.2 BRIGHAM. Court house. Hotels and garages. Go straight west.

22.9 Cross R. R. depot on left.

23.6 Turn right and go north.

25.4 Cross R. R.

26.0 Continue main road.

27.4 Cross R. R.

28.5 Cross Bear river. Continue on main road.

28.7 CORINNE. Hotels, gas, general stores.

28.9 Cross R. R. depot on right.

Turn left and go west.

29.2 Cross R. R.

Right. Go north.

30.8 Cross R. R.

Keep to right across river.

34.1 School-house on left. Turn right.

34.2 BEAR RIVER CITY. Gas, hotels, general stores. Go north.

35.6 Keep to right.

36.0 Road comes in from right from Honeyville.

38.1 Cross roads.

39.1 Cross roads.

39.5 Church on right.

41.1 Turn left across canal. Go west.

42.0 Cross Malad river. Road to Garland and Malad goes north from this point. Continue straight ahead on main travel-road.

42.4 TREMONTON. Hotels, garages, general stores. Continue west on Main street through town, crossing R. R.

42.5 Pass depot on right.

43.3 Road leads to right. Keep straight ahead across creek at 45.4.

45.9 Turn right, going north with telephone poles. Frame house on NW corner. Look for sign here.

46.4 School-house. Frame building on right. Keep main road.

46.6 Cross corners.

46.8 Take main road bearing left.

48.8 Forks. Keep to right. Tremonton sign placed here.

51.9 Blind springs. Keep straight ahead.

52.2 Log house on left. Keep to left.

55.7 Ranches and old windmill.

56.5 Summit.

60.9 Keep to left.

62.1 Blue springs. General store. Keep main road.

65.0 Top of hill. Keep to left.

69.2 Summit.

71.2 Right.

76.4 Dillie ranch.

76.5 Keep to left. Follow main road.

79.4 SNOWVILLE. Hotels, gas, general store. Go west.

79.9 Road crosses creek.

80.3 Keep straight ahead.

81.5 Keep to right.

81.7 Three roads. Take right road to fence on right. At end of fence take fork to left. Keep straight ahead.

85.3 Ranch.

85.4 Cross canal.

86.3 Cross creek. Continue main road west to Cedar creek store.

88.1 Road forks. Take right. Left goes to Kelton and the coast. Continue west on main road.

103.4 Cedar Creek store. Road south from here goes to Kelton. The course is NW over summit of divide.

103.7 Summit. Elevation about 6,000 feet. Juniper trees.

107.6 STREVELL. Good hotel, gas.

THE OAKLAND—\$885 DELIVERED

A marvel of economy, easy handling, and low up-keep, 30-35 h. p. 2100 pounds, 5-passenger Touring car and 2-passenger Roadster bodies.

Monday Morning—

And you "pick up the reins" of the farm's business for the week with joy and confidence.

Because you know that, with the Oakland, some of the work you used to dread most is now a pleasure, and you can do many more things in a day.

You know that any place you want to go is miles and miles nearer now, according to time.

You know that the car, being an Oakland, will take you over any road in any weather without delay.

You know that at close of day a breezy jaunt awaits you and the family, with ease of mind and body in the safe, comfortable Oakland.

And you know that in spite of the style and size and luxury of the Oakland, it is running at the least possible expense. No other car gives so much for so little—in price, in gasoline, in oil and in tires.

Remember, too, in the business of the farm, it will make over and over again for you whatever it may cost. Count it up for every day in the week, month after month, year after year.

You are entitled to the profit of an Oakland, as well as the pleasure of it.

Let us take you Oakland riding.

CADILLAC CO. of Ogden

432 25th Opposite Reed Hotel.

THE BROAD JUMP AUTO FEATURE

Handy Man With Machine May Attempt Most Any Feat—Auto Field Day Sports.

So handy are some men with automobiles that they are striving continually to introduce new features in their operation, one of the latest inventions being the "running broad jump," such as is given at college field day events. It is quite likely that before long automobile field day events will be quite popular and will be the means of considerable amusement, and daring attempts to feature auto manipulation. An automobile

fancier and writer states that it will not be surprising in the near future to read the announcement in bold headlines of an automobile program as follows:

"Running broad jump for motor cars. Purse, \$1000, etc."

Twenty thousand persons at San Diego's big exposition were thrilled to the spine recently when Jack Little, moving picture "stunt" pilot, took a Maxwell touring car and leaped the gap time after time to provide the greatest spectacle most of those present had ever enjoyed. The record leap of the day was forty-four feet, and when both daring driver and sturdy car reached the ground and rolled on their way without a halt, Little received a cheer that echoed clear to the Mexican boundary.

The "leap the gap" stunt was inaugurated by Charles Irwin, manager for the Lord Motor Car company of San Diego. The exposition officials had approached Irwin to get his ideas on a real motor car thriller for a big holiday bill.

"Why not get Jack Little down here from Santa Barbara and let him duplicate that moving picture leap across

the chasm?" asked Irwin, but at first he was "turned down" by the conservative San Diegans. It was too daring, they said; a machine might stand the strain once or twice, but to repeat it three times in one day—not a chance.

Irwin was persistent, for he had seen the Maxwell stand up under the task which Little handed it in the "movie" stunt. In the end he won his point, and Little and the Maxwell were advertised far and wide in a new "death cheer."

Both driver and car made good every announced thrill. A runaway was constructed, a "gap" dug out and not an accident or a hitch in the program was recorded. The auto was sent up the runway at high speed, leaving the approach at a fifty-mile an hour gait, and alighted on the other side on an even keel. With each attempt the distance of the leap was increased, until finally the last trial showed the machine alighting a full four feet beyond the point where its wheels had left the runway on the other side of the gap.

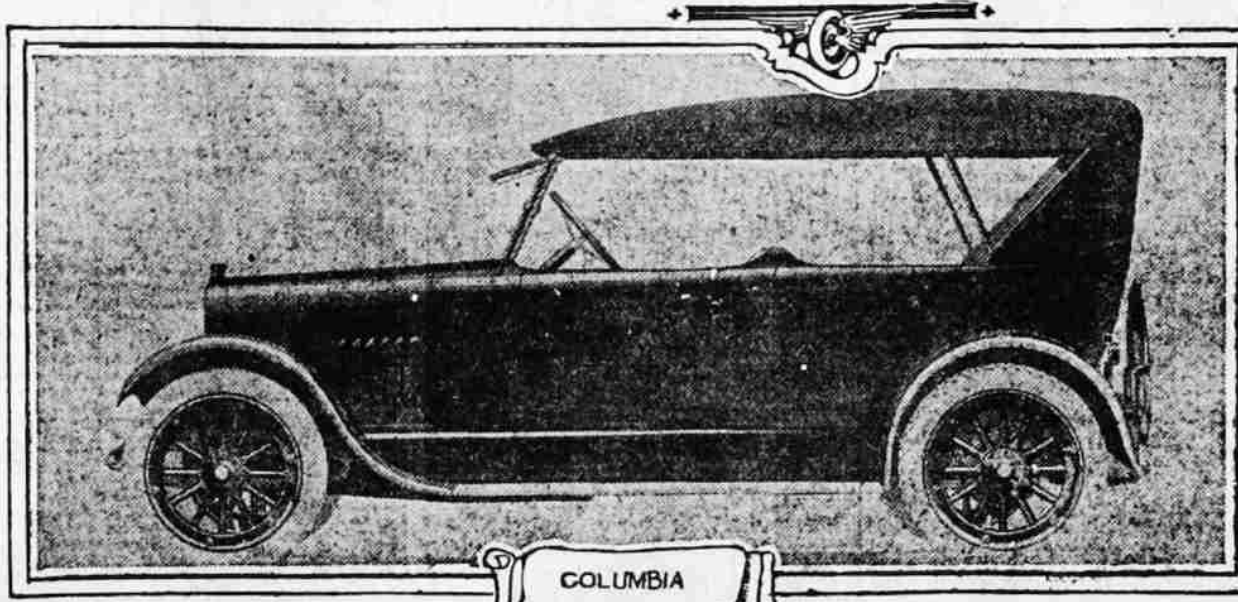
GOES TO MEXICO, THE MAXWELL

Not only are difficult trips made with the Maxwell automobile to test its durability and power, and speed qualities, over mountain roads in schedule routes, and in contests purposely arranged, but the car is being daily tested by social parties who drive over the country with no thought of testing out the car, says Manager C. H. Wilson, of the Utah-Idaho Motor company.

It is reported to Mr. Wilson that only a few days ago H. N. Burton of southern California, accompanied by a party of fifteen people, made a trip in three Maxwell cars over the border line into war-ridden Mexico. It was a genuine pleasure trip, fraught with interesting incidents and testing the autos to their utmost.

On the trip the party visited San Diego, Tia Juana and Coronada, all interesting points, and it is reported by Mr. Burton that all parts of the road were made with perfect ease, the machines running on high gear over the entire country except where veritable mountains were encountered. The cars all made 23 miles to the gallon of gasoline and a quart of oil supplied each machine for a distance of 130 miles. The average rate of speed was 25 miles an hour.

COLUMBIA PRESENTS GRACEFUL LINES



The photograph reproduced above shows the new touring car produced by the recently organized Columbia Motors Company, of Detroit. Graceful lines characterize this automobile.

A new sport set consists of a French sacque and hat to be worn with a linen suit. The sacque is made of old blue jersey cloth, is of hip length and is very full. The collar and narrow front revers are of tan linen, and the fold on the full flowing sleeve is the same. The hat is a wide brimmed soft straw.

AXLE UNIT IN THE ROADPLANE

A great point of superiority for the Apperson Roadplane, claimed by the local manager of the Apperson company, A. W. Schooler, is its excellent and effective mechanism. He states that the car is unsurpassed in this respect and that it is a telling virtue when it comes to actual road work.

In consideration of the rear axle of the "Roadplane" is the axle unit. The largest single piece is the housing. This is made of sheet steel drawn to shape under gigantic presses. It is made into two halves which are electrically welded along the center line, making one piece, not heavy for its size, but extremely stiff.

The differential gears, with the spiral bevel driving gear, and the pinion, is another unit which is a mechanism of a very high order in itself. The spiral gear and the pinion are products of the latest developments in highly specialized gear cutting. They are heat treated and carefully tested for quiet running. The differential pinions (four in number) are hardened and ground. Likewise, the differential crosses on which the pinions are mounted, are hardened and ground.

Steps toward the formation of a national association of all employers of labor were taken at the recent convention of the National Association of Manufacturers. The object, it is said, is to present a solid front of employers in opposition to the American Federation of Labor, and, in opposition to labor legislation.

OIL

WHY did you select a Ford car? Because you were quite sure it would be the least expensive to maintain, and would better suit your requirements. Has it come up to your expectations? If not, what is the reason? Fords generally make good when they are lubricated with the proper oil. That's why most Ford owners insist on

SIMPLEX "FORD" AUTO OIL

Makes good at all temperatures.

Utah Oil Refining Co.
REFINERS

EVERY DROP COUNTS

Overland
Browning Automobile & Supply Co.
2450 Grant Ave.

Willis Knight
Sleeve Valve Motors

OGDEN TO RENO AUTO WAY

